

**INFORMATION REPORT INFORMATION REPORT****CENTRAL INTELLIGENCE AGENCY**

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C-O-N-F-I-D-E-N-T-I-A-L

25X1

COUNTRY	Poland	REPORT	
SUBJECT	City Plan, House Numbering System and Public Transportation of Swinoujscie	DATE DISTR.	April 20, 1956
DATE OF INFO.		NO. OF PAGES	9
PLACE ACQUIRED		REQUIREMENT NO.	RD
DATE ACQUIRED		REFERENCES	

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

USAF review completed.

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25 YEAR RE-REVIEW

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC					
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

**INFORMATION REPORT INFORMATION REPORT**

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REPORT

COUNTRY Poland

DATE DISTR. 27 March 1956

SUBJECT City Plan, House Numbering System  
and Public Transportation of  
Swinoujscie

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THIS IS UNEVALUATED INFORMATION

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City Plan of Swinoujscie:

1. See Enclosure, [ ] sketch of Swinoujscie (Swinemuende), which is based on a non-standard city plan, approximate scale 1:9,400, and [ ] identified the following points: 25X1
  1. Street - Name unknown; solid packed, crushed stone driveway, six meters wide; sidewalks 1.5 m. wide, dirt; almost no vehicular traffic. 25X1
  2. Same as Point 1, above.
  3. Same as Point 1, above.
  4. Roosevelt Street - Asphalt driveway, seven meters wide; sidewalk only on the southeast side of the street, concrete, one meter wide; almost no traffic.
  5. Street - Name unknown; solid packed, crushed stone driveway, six meters wide; northwest side sidewalk, concrete, one meter wide; southeast side sidewalk, stone, one meter wide; only pedestrian and bicycle traffic.
  6. Street - Ran from Point 10 northwest, name unknown; asphalt driveway, six meters wide; sidewalks concrete, one meter wide; almost no vehicular traffic.
  7. Street - Name unknown; asphalt driveway, six meters wide; concrete sidewalks, one meter wide; almost no vehicular traffic.
  8. Street - Name unknown; asphalt driveway, six meters wide; sidewalks one meter wide; one concrete, one asphalt; almost no vehicular traffic.

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9. Street - Name unknown; asphalt driveway, six meters wide, concrete sidewalks, one meter wide; almost no vehicular traffic.
10. Street - Name unknown; asphalt driveway, eight meters wide; concrete sidewalks, one meter wide; light traffic.
11. City Firing Range - Approximately 150 m. x 30 m.; used by military as well as civilians.
12. Street - Name unknown; this street was inside the Soviet Naval Base.
13. Street - Name unknown; asphalt driveway, four meters wide; sidewalk only on the northwest side of the street, asphalt, one meter wide; almost no vehicular traffic.
14. Wyspianskiego Street - Ran from Point 10 to Point 140. From Point 10 to Point 17 asphalt driveway, six meters wide; from Point 17 to Point 140 cobblestone, driveway six meters wide. Sidewalk on the northeast side only, concrete, one meter wide; almost no vehicular traffic.
15. Small Gardens
16. Through Passage - Dirt, only for pedestrians.
17. Jana Matejki Street - Cobblestone driveway, seven meters wide. On the east side of the street, cobblestone, one-meter-wide sidewalk between Point 30 and Point 6, and concrete, one-meter-wide sidewalk between Point 6 and Point 143. The western side of the street had a concrete one-meter-wide sidewalk between Points 6 and 140 only. The part of the street between Points 12 and 30 was not used and was grown over with grass; average traffic.
18. City Stadium
19. Dirt Road and City Garbage Area
20. Street - Name unknown. This street was inside the naval base.
21. Beach - Was to be used only by Soviets, but was used to a certain degree by Poles.
- 21a. City Beach
22. Naval Stadium - Capacity 1,000; construction completed in 1953.
23. Through Passage - Dirt; only for pedestrians.
24. Mieczysława Niedziałkowskiego Street - Cobblestone driveway, six meters wide from the cemetery, Points 26 to 140. Sidewalks, concrete, one meter wide. The part of the street between Points 140 and 142 had an asphalt driveway, four meters wide, and no sidewalks; no vehicular traffic.
25. Through Passage - Dirt, only for pedestrians.
26. German Cemetery - Also known as "Old Cemetery"; not in use.
27. F. Jeryka Chopina Street - Asphalt driveway, eight meters wide; sidewalk on the northeast side of the street, concrete, one meter wide, and on the southwest side of the street dirt; light vehicular traffic.
28. Protestant Church - Party destroyed; was not in use.
29. Military Park of Culture
30. Park Lane
31. Wooden Pier - Used only for walks, approximately 200 m. x 5 m.

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32. Street - Name unknown, asphalt, seven meters wide; no sidewalks; almost no vehicular traffic.
33. Street - No name; asphalt, eight meters wide; no sidewalks, no vehicular traffic; used only by pedestrians going to the beach.
34. Gabriela Narutowicza Street - Cobblestone driveway, six meters wide; concrete sidewalks, one meter wide; only pedestrian traffic.
35. Boleslaw Chrobrego Street - Cobblestone driveway, eight meters wide; east sidewalk, cobblestone, 1.5 m. wide, west sidewalk concrete, 1.5 m. wide; average vehicular traffic.
36. Bohaterow Stalingradu Street - Cobblestone driveway, eight meters wide; sidewalks concrete, 1.5 m. wide; heavy vehicular traffic.
37. Ignacego Paderewskiego Street - From Points 27 to 35 cobblestone driveway, six meters wide; concrete sidewalks, 1.5 m. wide; almost no vehicular traffic.
38. Choldu Pruskiego Street - Cobblestone driveway, six meters wide, concrete sidewalks, 1.5 m. wide; almost no vehicular traffic.
39. Piastowska Street - From Point 44 to Point 140, cobblestone driveway, seven meters wide; concrete sidewalks, 1.5 m. wide; light vehicular traffic.
40. Market Square - There were two market days a week. Only agricultural products and livestock were sold there.
41. Wolnosci Square - Asphalt.
42. Catholic Church
43. Limanowskiego Street - Asphalt driveway, seven meters wide; concrete sidewalks, two meters wide; average vehicular traffic.
44. Jana z Kolna Street - Asphalt driveway, seven meters wide, cobblestone sidewalks from Point 45 to Point 48 and the rest of the street had dirt sidewalks; light vehicular traffic.
45. Armii Czerwonej Street - Cobblestone driveway, six meters wide; cobblestone sidewalks, north side four meters wide, south side two meters wide; heavy traffic.
46. Wybrzeze Wladyslawa IV Street - Cobblestone driveway, nine meters wide; sidewalk, concrete, two meters wide, only on the north side of the street; single-track railroad on the south side of the street; heavy traffic.
47. Generala Karola Swierczewskiego Street - Asphalt driveway, eight meters wide; concrete sidewalks, three meters wide. This was the main street. Heaviest traffic in the city.
48. Marii Curie Sklodowskiej Street - Ran from Point 44 to the channel, Point 65; partly asphalt, partly solid packed crushed stone driveway, eight meters wide; dirt sidewalks, two meters wide; almost no vehicular traffic.
49. Street - Name unknown; cobblestone driveway, seven meters wide; east sidewalk dirt, two meters wide; west sidewalk concrete, two meters wide; no vehicular traffic.
50. Through Passage - Concrete, three meters wide.
51. Street - Name unknown; solid packed crushed stone driveway, eight meters wide; no sidewalks; no vehicular traffic.
52. T.U.R. (Towarzystwo Uniwersytetu Robotniczego) Street - Dirt driveway, six meters wide; no sidewalks; almost no vehicular traffic.

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53. Street - Name unknown; dirt driveway, six meters wide; no sidewalks; almost no vehicular traffic.
54. Park Lane - Dirt; there were several such lanes throughout the park. The park did not have any name. It was run-down and not cared for.
55. Marshy Meadow
56. Highway - Led to the Soviet base and Navy observation point; cobblestone driveway, eight meters wide; no sidewalks. The highway went to Point 56a; further on it was dirt; average traffic.
- 56a. Cobblestone Road - Ran from the Soviet base to the park, seven meters wide; almost no traffic.
57. Grass Meadow - Used by the Soviets as a parade field.
58. Moat Around a Fortress - Filled with water, 15 m. wide.
59. West Mole - Stone construction, 150 m. x 12 m. and 1.5 m. over the water level.
60. Navigational Light - Located on a 6.5 m. high, stone tower. This was the entrance light. It was a white flashing acetylene light. It was on during the day and at night. There was no permanent crew at the tower; it was only inspected about once a week. The navigational signal used during the day was two crossed bars about five meters long, similar to windmill arms.
61. Navigational Warning Light - Located on a five-meter-high, steel tower painted red. It was an electric, steady, red light, burning from sunset to sunrise. No crew; it was inspected about once a month.
62. East Mole - Stone construction, about 400 m. long; had two levels. The lower level was five meters wide and one meter over the average water level, and the higher level was three meters wide and three meters over the average water level.
63. Buoy Light "F" - Blinking, white light.
64. Navigational Light - Located on a tower of the same construction as Point 60, above; blinking light, northwest side white, southeast side green.
65. Swina Canal.
66. Moat - about 15 m. wide, filled with water; around a fortress, now used by the Soviets, probably for ammo dumps.
67. Navigational Light - Located on a 15-m.-high wooden pole. It was a steady, white beam which was on from sunset to sunrise.
68. Dirt Road - Ran through the woods.
69. Same as Point 68, above.
70. Gravel Road - About six meters wide.
71. Moat - Around an old fortress, 15 m. wide, mud.
72. Fishermans' Wharf (Basen Rybacki) - Soviet torpedo cutters were located there. There were about 18 cutters. They were about 18 m. long, and three meters wide. Their speed was about 50 knots. They had three screws. Each of them was able to take two torpedoes.
73. Lighthouse (called "Chorzelin") - Brick construction, about 26 m. high; white light in the northwest direction, and red light in the southeast direction. Lights were on from sunset to sunrise. It had the power of several thousand candles. There was another tower attached to this one.

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in which a radio station was located. The range of this radio station was 50 miles. There were about ten GUM (Gdanski Urząd Morski - Gdansk Sea Administration) employees working on three shifts.

74. Buoy Light "J" - Same description as Point 63 above.
75. Steel Pole - About eight meters high with a red, blinking acetylene light. This was a warning light to the northwest direction.
76. Steel Pole - Same description as Point 75, above.
77. Steel Pole - Same description as Point 75, above, only it sent its warnings to the southeast direction.
78. Sport Stadium at the Soviet Naval Base.
79. Shipyard Wharf (Basen Stoczniowy) - About six meters deep. Only Soviet ships used this wharf.
80. Wharf - Sometimes Soviet ships were located there.
81. Single-Track Railroad - Ran to the Soviet Naval Base; only base traffic.
82. Single-Track Railroad - Ran to Wolin, Miedzyzdroje. About six passenger trains and two freight trains in each direction daily.
83. Gravel Road - Six meters wide. A new settlement was built in this area. It was to be occupied by employees of the fishermen's wharf and also by people from the western part of the city. There was a plan to transfer the whole, or most of the population from the western part to the eastern part.
84. Highway to Wolin - Asphalt, nine meters wide; good condition; heavy traffic.
85. Same as Point 84, above.
86. Ferry Crossing - Civilian; in the morning a ferry departed every 40 minutes from each side. Later during the day, they ran every hour. The ferry was able to carry about 600 people or eight motor vehicles.
87. Single-Track Railroad - Ran to the storage base (storage of coal and artificial fertilizer). About one freight train daily passed here.
88. Road - Cobblestone, driveway six meters wide, sidewalks concrete, one meter wide; light traffic, primarily for pedestrians.
89. Road - Cobblestone, six meters wide; primary pedestrian traffic.
90. Gravel Road - Six meters wide; primarily for pedestrian traffic.
91. Road - Cobblestone, seven meters wide; average traffic.
92. Railroad Station Building - Single-story brick construction, 25 m. x 8 m.; low gable roof covered with tile. All offices were located in this building.
93. Soviet Military Ferry Crossing - Crossed the canal only when necessary; transported all Soviet military equipment, but sometimes took civilian vehicles, if space available. This was an old type ferry. Capacity about eight motor vehicles. It was operated by the Soviet Navy.
94. Boat Wharf (Basen Lodziowy) - About three meters deep. When last observed by source it was loaded with poles which were used for bank supports.
95. Road - Cobblestone, ten meters wide; average traffic.
96. Navigational Warning Light - Located on a five-meter-high steel construction; electric, steady green light, on from sunset to sunrise. It was located at the northern tip of the "Kosa" peninsula.

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97. Railroad Siding - Ran to the refrigeration building of the fishermen's wharf. About seven freight cars passed here daily.
98. Road - Cobblestone, constructed in 1954; driveway nine meters wide, sidewalk northwest side only; concrete, one meter wide; average traffic.
99. Road - Gravel, six meters wide; light traffic.
100. Road - Gravel, six meters wide; very light traffic.
101. Single-Track Railroad - Ran to the shipyard.
102. Railroad Track in the Shipyard - Used for lifting the cutters, super-cutters (with the aid of cranes) onto dry ground for repairs.
103. Single-Track Railroad Siding - Ran to the shipyard.
104. Single-Track Railroad Siding - Ran to the refrigeration building of the fishermen's wharf.
105. Fishermen's Base Wharf (Basen Basy Rybackiej) - Ships up to 6,000 tons could enter this wharf.
106. Single-Track Railroad - When last observed by source, it was mainly used for the transport of construction materials, for the expansion construction of the fishing-combine.
107. Single-Track Railroad Siding - Ran to the ferry station. Before 1954, Swedish sea ferries picked up railroad cars here in order to take them to Sweden. In the beginning of 1954 they stopped coming, and the track was not used.
108. Single-Track Railroad Siding - Ran to the Polish Navy storage area (coal and coke). Ten freight cars passed here about once a week.
109. Single-Track Railroad Siding - Not in use.
110. Navigational Warning Light - Located on an eight-meter-high wooden tower with an electric, steady red light; on from sunset to sunrise.
111. Navigational Warning Light - Located on an eight-meter-high steel tower; believed to be steady, electric, red light; tower painted red.
112. Navigational Warning Light - Located on a six-meter-high steel pole; electric, steady red light. It was located at the southern tip of "Kosa" peninsula.
113. Buoy Light - Same description as Point 63, above.
114. "Wolin" Ferry Crossing - In operation only in the morning and after quitting time, and also when necessary; capacity about 600 people or six motor vehicles.
115. Coal Wharf (Basen Weglowy) - Occupied by Polish Navy. There were two cranes for unloading coal from the boats.
116. South Wharf - Occupied by Soviet Navy.
117. Road - Cobblestone, six meters wide.
118. Single-Track Railroad Siding - No traffic.
119. Winter Wharf - This basin was occupied by the boats of the "WOP" (Wojsko Ochrony Pogranicza), the Polish Navy, the "Bellona" Fishing Company and the "ZBIM" (Zjednoczenie Budownictwa Inzynierjno Morskiego), Union of Marine Engineering Construction.

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120. Peninsula Tip - About 50 m. wide which was being removed in order to widen the passage. The removal work began in 1954, and it was supposed to be finished toward the end of 1955.
121. Monument "Wdzieczności" - About six meters high located on Slowianski Square.
122. Marynarzy Street - From Point 45 to Point 135; cobblestone driveway, seven meters wide; sidewalks, concrete, two meters wide; light traffic.
123. Catholic Church - In use.
124. Street - Name unknown; cobblestone, seven meters wide; no sidewalks; only pedestrian traffic.
125. Street - Name unknown; cobblestone, five meters wide; no sidewalks; only pedestrian traffic.
126. Street - Name unknown; cobblestone driveway seven meters wide; sidewalk western side only, two meters, concrete; average traffic.
127. Wilkow Morskich Street - Cobblestone driveway, seven meters wide; sidewalks concrete, one meter wide; average traffic.
128. Single-Track Railroad Siding - Not in use.
129. City Cemetery
130. Highway to Karsiber (Kaseburg) - Asphalt, six meters wide; poor condition; light traffic.
131. Single-Track Railroad - Ran to Usedom. This line crossed the Polish-German border, and was not in use.
132. Old Railroad Station Building - Not in use since 1945.
133. Same description as Point 132, above.
134. Meadows - Sometimes used by military as parade ground. There were some buildings in this area.
135. Grunwaldska Street - Cobblestone driveway seven meters wide, concrete sidewalks, 1.5 m. wide; heavy traffic.
136. Single-Track Railroad - Ran to Ahlbeck; not in use since 1945
137. Street - Name unknown; cobblestone driveway, six meters wide; concrete sidewalks, one meter wide; almost no vehicular traffic.
138. Street - Name unknown; cobblestone driveway, six meters wide; concrete sidewalks, 1.5 m. wide; almost no vehicular traffic.
139. Street - Name unknown; cobblestone, six meters wide; no sidewalks; only pedestrian traffic.
140. Marszałka Roli Zymierskiego Street - From Point 17 to Point 135; asphalt driveway, nine meters wide; concrete sidewalks, two meters wide; heavy traffic.
141. Street - Name unknown; cobblestone, six meters wide; almost no traffic.
142. Dirt Road
143. Partyzantow Street - Cobblestone driveway, six meters wide; sidewalk on the southern side only, concrete, two meters wide; light traffic.

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144. Street - Name unknown; cobblestone driveway, six meters wide; concrete sidewalks, one meter wide; light traffic.

145. Meadow

146. Wojska Polskiego Street - Cobblestone driveway, nine meters wide; sidewalk on northern side only, concrete, two meters wide; heavy traffic.

#### House Numbering System:

[ ] there was no real system in house numbering in Swinoujscie. 25X1  
Blocks had different amounts of numbers. Even and odd numbers appeared on either side of the street, and sometimes even on the same side. [ ]

[ ] following information on the numbering of houses in Swinoujscie. (See 25X1  
Enclosure for street location) 25X1

- a. TUR Street, Point 52 - On the western side of the street, [ ] numbers 10, 12 and 14. Numbers increased in the northerly direction. 25X1
- b. Piastowska Street, Point 39 - On the northern side of the street between streets, Points 43 and 44, [ ] numbers 39 and 41. Numbers increased in the easterly direction. 25X1
- c. Armii Czerwonej Street, Point 45 - On the northern side, between streets, Points 43 and 44, [ ] number 14. On the same street, between street, Point 43, and Wolnosci Square, Point 41, [ ] number 8. Numbers increased in the easterly direction. 25X1
- d. Bohaterow Stalingradu Street, Point 36 - On the western side of the street between streets, Points 39 and 49, [ ] numbers 12 and 13. Numbers increased in the northerly direction. 25X1
- e. Ignacego Paderewskiego Street, Point 37 - On the northern side of the street between streets, Points 27 and 36, source recalled the number 13. Numbers increased in the westerly direction.
- f. Fryderyka Chopina Street, Point 27 - On the northeastern side of the street, between streets, Points 23 and 37, [ ] numbers 10, 12, 13 and 15. Numbers increased in the southeasterly direction. 25X1
- g. Wyspianskiego Street, Point 14 - On the northern side, between streets, Points 24 and 17, [ ] number 10. Numbers increased in the northeasterly direction. 25X1
- h. Jana Matejki Street, Point 17 - On the eastern side of the street, between streets, Points 14 and 140, [ ] numbers 14, 16 and 18. Numbers increased in the northerly direction. 25X1
- i. Wyspianskiego Street, Point 14 - On the northern side of the street, between streets, Points 10 and 17, [ ] number 24. Numbers increased in the northeasterly direction. 25X1

#### Public Transportation:

Source stated that there were no buses, streetcars or taxis in Swinoujscie. To get to any destination, people either walked or rode on bicycles. The ferries taking people across the canal were the only form of public transportation available.

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BALTIC SEA



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